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IMPROVEMENTS OF HARBORS AND WHARVES OF TERRITORY

Continuing their report, from the references to Honolulu and Hilo harbors, E. E. Paxton, E. D. Tenney and E. H. Woodhouse, the committee on harbors, shipping and transportation of the Chamber of Commerce, tell about the improvements to Kahului harbor. They mention the construction of a breakwater 1800 feet long, with the dredging of a basin on the lee side of it, at a cost of \$127,000 by the Kahului Railroad Company, which later ceded the whole of the improvements to the Federal government for one dollar.

Extension of the breakwater 800 feet by the railroad company under contract, at a cost of \$150,000, is mentioned and the report proceeds: "The Hawaiian Dredging Company is now engaged in removing some 378,000 yards of material. When this is done there will be inside the harbor lines, protected by the breakwater approximately 27 acres of water having a minimum depth of 35 feet. This will afford ample room for maneuvering and anchoring two large steamers at a time, whereas only one at a time can now be handled. This will be a great relief on account of the increasing amount of traffic at this port, the same now being five times that of ten years ago.

"A survey for the construction of a breakwater on the west side of the harbor will probably be authorized by the present Congress. This is very much needed to prevent shoaling taking place on that side, and also to protect the harbor against occasional heavy northerly seas. Such a structure would make a perfect harbor at Kahului under all possible conditions."

Pearl Harbor.

A statement of the first work done for Pearl Harbor is made and the report goes on to say:

"The work on the present improvements was begun in March, 1909, under the Navy Department. The project was to secure a channel from the sea to the South Loch with a minimum width of 500 feet and a minimum depth of 35 feet. The contract for dredging this channel was awarded to the Hawaiian Dredging Company of Honolulu, and involved the removal of nearly 5,000,000 cubic yards of material, at a total cost of \$3,296,000. This is said to be the largest single contract of its kind ever awarded by the Navy Department, and was completed on time to the entire satisfaction of the Government authorities.

"In addition to dredging the big channel the Government is now engaged in constructing a dry dock 830 feet long by 148 feet wide over all, and 44½ feet deep from coping to floor. This work is now well under way in spite of tremendous difficulties encountered, and will no doubt be completed by the time the Canal is opened. The drydock will be available for merchant vessels when not in actual use by the Government. This is also an important feature in attracting large steamers via Honolulu on trans-Pacific routes through the canal.

"Few people realize the enormous sums which are being expended at Pearl Harbor. The following are the appropriations made thus far and authorized limits of cost:

	Amounts Authorized	Limits of Appropriation
Dredging	\$3,296,000	\$3,296,000
Drydock	2,300,000	3,350,000
Machine shops, etc.	2,095,325	3,000,000
	\$7,691,325	\$9,646,000

"We are informed that the Department has plans under consideration for increasing the length of the drydock to 1000 feet, at an estimated cost of \$2,486,500.

"It is safe to say that the aggregate amount of ten millions of dollars will be spent at Pearl Harbor before the vast undertakings now under way are completed."

Summary of Federal Appropriations for Hawaiian Harbors.

Honolulu	\$ 975,000
Hilo	1,176,000
Kahului	400,000
Pearl Harbor	7,691,325
	\$10,242,325

Territorial Wharf Improvements.
Details are given of Territorial wharf improvements under appropriations of \$681,740 from the loan fund and \$25,180 from the general fund. The improvements made consist mainly of betterments to the existing structures, and do not materially increase the linear wharf frontage. On this point the committee says:

"A comprehensive scheme for wharf extension and improvement has been adopted by the Board of Harbor Commissioners, and was approved by the trustees of the Honolulu Chamber of Commerce on March 15, 1912. This plan provides:

"(a) For dredging a slip 600 feet long opposite the Alakea street wharf.
"(b) For the construction of a wharf on the Ewa side of said slip.
"(c) For the construction of a bulkhead wharf from the seaward end of said slip across the end of Fort street.
"(d) For the acquisition of the so-called 'Allen & Robinson' dock and dredging same to depth.
"(e) For the construction of a railway line along the waterfront, connecting with the O. R. & L. Co. and the Rapid Transit lines.

This plan will absorb the present small and inadequate Kekuanaoa wharf, Fort street wharf, Oceanic wharf and Allen & Robinson wharf, and with the dredging of the additional slip will afford berths for at least three large steamers. This plan will be a great gain in wharf facilities for the class of vessels which now have to be provided for. Ample storage accommodations will also be provided, which will greatly relieve the existing congested conditions.

"No detailed estimates covering the total costs of these improvements are available, but it will probably require an additional appropriation of one-half million dollars for carrying out the entire scheme. The balance available from the present appropriation, \$166,000, may be used on this project as far as it will go.

"Your committee is of the opinion that if the foregoing proposed improvements are made, the government wharves, in addition to those owned by the O. R. & L. Co. and the I. I. S. N. Co., will afford sufficient accommodations for handling freight traffic at this port for some years to come. The development of direct shipping from the other islands of this group, especially at Kahului and Hilo, tends greatly to relieve the situation at Honolulu; and the installation of rapid, up-to-date methods of handling freight on the government wharves similar to those on the O. R. & L. Co. wharf will also greatly facilitate the dispatch of vessels.

"On the other hand, when the canal is opened, we believe that far more dockage space will be required if Honolulu is made a port of call for regular lines of mail and passenger steamers between Panama and the Orient. These steamers would remain in port but a few hours, and aside from their taking on fuel oil or coal, would handle little or no freight, and would therefore require merely dockage space. We therefore believe that any future developments should be with the idea of obtaining as much dockage space as possible rather than large storage area on the wharves."

Marine Railway Site.
Mentioning that the marine railway site will pass into the hands of the Territorial government in December of this year, but that the land is under a lease from the Bishop Estate expiring in 1931, the committee advises that immediate steps should be taken by the government to acquire this land by condemnation, as it would afford two berths for lumber or coal vessels and moderate sized steamers. Expectation is also voiced that when the Pearl Harbor docks are completed the Navy Department will turn over to the Territory the naval slips at the foot of Richards street.

Hilo wharf improvements are then discussed at length and brief statements made of wharf improvements at various ports and landings. The report concludes, as follows:

General Requirements.
"In a general way the present requirements in the way of improvements and appropriations may be summed up as follows:

"(1) The existing projects for the improvement of Honolulu, Kahului and Hilo harbors should be completed by the United States government at the earliest possible date.

"(2) The necessary steps should be taken for the improvement of Nawiliwili, on the island of Kauai, in accordance with the recommendation of the district engineer.

"(3) In addition to the existing project an additional breakwater should be constructed at Kahului to prevent shoaling taking place on the west side of the harbor, and to provide additional protection from northerly seas.

"(4) The following appropriations should be made at the next session of the Legislature:

"(a) To complete the scheme for wharf extension as adopted by the Board of Harbor Commissioners, and approved by this chamber.

"(b) For the extension of Sorenson, Nuanu and Brewer wharves to Queen street and necessary dredging in connection therewith.

"(c) For constructing sheds and other equipment for the Hilo wharf.

"(d) For making the necessary improvements at Kihel and other boat landings, in order to put the same in the best condition possible.

"(5) On the expiration of the present lease steps should be taken to acquire the marine railway site for wharf purposes.

"In conclusion, your committee wishes to express its obligations to Maj. W. P. Wooten, Corps of Engineers, U. S. A.; Assistant Engineer Qufun, Admiral W. C. Cowles, commandant of the naval station, Hawaii, and Honorable Marston Campbell, superintendent of public works, for the information and data used in the compilation of this report."

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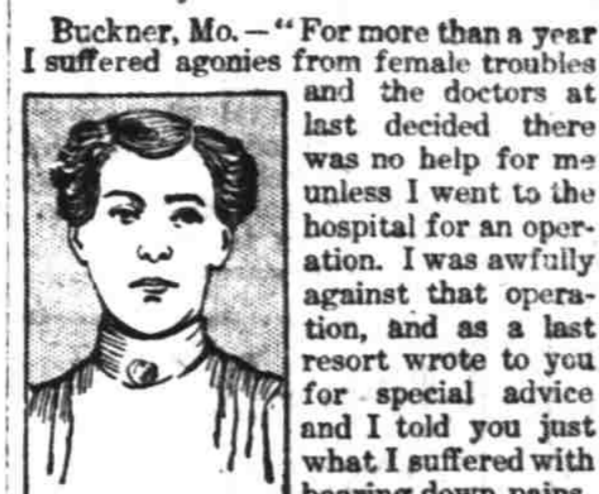
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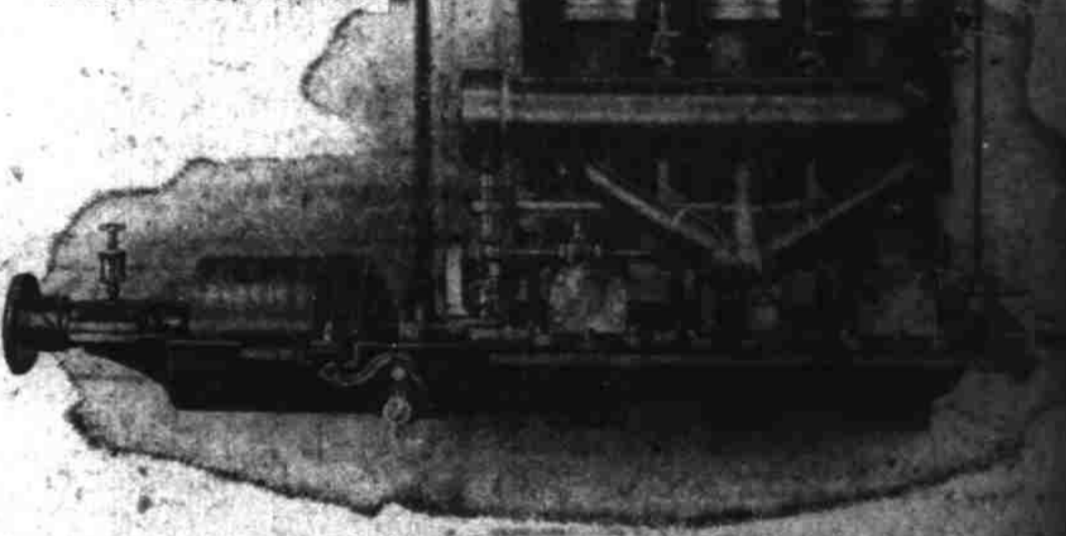
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